

CHAPTER 11
GROUND TRANSPORT PLAN





MORE THAN 30,000 PEOPLE CURRENTLY TRAVEL TO AND FROM CANBERRA AIRPORT TO FLY, GREET, WORK, DO BUSINESS OR SHOP, EVERY DAY. THESE NUMBERS WILL MORE THAN DOUBLE WITHIN THE NEXT DECADE.



11 Ground transport plan

Canberra Airport adjoins Majura Interchange at the junction of Canberra's north-south and east-west corridors. As such, the Airport is strategically located for the development of a major activity node. Similar airports around the world, where major activity nodes are developing, are now known as an Aerotropolis.

Being so close to the CBD and Parliament House, as well as having such a large number of residents (particularly from Queanbeyan, Tuggeranong and Gungahlin) drive through the Majura Interchange past or nearby the Airport every day. The Airport is a key employment location to minimise drive times and travel distance for sustainable transport initiatives.

Canberra Airport and the ACT Government (especially Roads ACT) have worked co-operatively since 1998 on the delivery of ground transport solutions for the entire Majura Valley so metropolitan and regional through traffic can be better managed without constraining local traffic flows. In addition to regular consultation and partnering in updating traffic studies and work programs, the development of previous Airport Master Plans (1999, 2005 and 2009), and the ACT Government's 2006 Majura Valley Roads Roundtable have provided an ongoing robust process for identifying the traffic demand source and solutions.

During 2007 – 2012 Canberra Airport made representation to the Australian Government supporting the ACT Government's request for Majura Parkway funding. In 2013 Canberra Airport contributed to the public debate on light rail for Canberra. The Airport published a proposal for a network around Lake Burley Griffin to link the CBD to the Airport, Parliament House, the National Capital attractions, and the existing and future planned high density residential areas, including 'City to the Lake', Kingston Foreshore and 'Eastlake'. Public and major stakeholder consultation, including media awareness of the proposal, was undertaken by the Airport. The feedback received was positive including support for the Airport's initiative from the ACT Chief Minister. The baseline outcome was that when the ACT Government develops a light rail network, connecting the Airport is paramount to a sustainable network, refer Figure 12.4.

On time arrival to the terminal is of great importance to arriving and departing passengers and freight companies. On time arrival to destinations within Canberra and the region is also important to inbound business and tourism.

The maintenance of a safe and efficient road system connecting with the Airport is in the public interest now and in the future.

All four Highways (the Kings, Monaro, Barton and Federal) entering Canberra deliver metropolitan and regional passengers and freight to and from Canberra Airport, most moving through the Majura Interchange.

The following communities and airline passengers connect to Canberra Airport by the following roads:

- **Belconnen and the Capital Region West:**
Glenloch Interchange/Parkes Way/Morshead Drive/Pialligo Avenue; or
Limestone/Fairbairn/Pialligo Avenues;
- **North Canberra:**
Parkes Way/Morshead Drive/Pialligo Avenue; or
Limestone/Fairbairn/Pialligo Avenues;
- **South Canberra:**
Kings Avenue/Parkes Way/Morshead Drive/Pialligo Avenue; or
Canberra Avenue/Monaro Highway/Pialligo Avenue;
- **Tuggeranong, Jerrabomberra and the Capital Region South:**
Glenloch Interchange/Parkes Way/Morshead Drive/Pialligo Avenue; or
Monaro Highway/Pialligo Avenue;
- **Woden/Weston Creek/Molonglo:**
Glenloch Interchange/Parkes Way/Morshead Drive/Pialligo Avenue; or
Cotter Road/Adelaide Avenue/Kings Avenue/ Morshead Drive/Pialligo Avenue; or
Hindmarsh Drive/Monaro Highway/Pialligo Avenue;
- **Gungahlin:**
Glenloch Interchange/Parkes Way/Morshead Drive/Pialligo Avenue; or
Horse Park Drive/Majura Road (Majura Parkway)/ Fairbairn/Pialligo Avenues; or
Limestone/Fairbairn/Pialligo Avenues;
- **Queanbeyan:**
Pialligo Avenue; or
Monaro Highway/Pialligo Avenue.

North and South Canberra is the destination of the majority of inbound business and tourist airline and VIP passengers arriving at Canberra Airport.

The above demonstrates the importance of Canberra Airport and the ACT Government (especially Roads ACT) working co-operatively on the demand for, and delivery of, ground transport solutions in the community interest.

The unknown future traffic demand is the extent, and thus the impact of, the ACT Government's proposal for future commercial and bulky goods retail to be located between the new Majura Parkway and Majura Road opposite the Majura Park precinct of Canberra Airport. Further planning investigations are underway by the ACT Government to progress the potential for development in this Eastern Broadacre Study Area. Stage one of 7.8 hectares has recently been rezoned for an Ikea development which is to include onsite parking for 800 cars. Ikea is expected to be open for trading late 2015. New traffic and infrastructure studies will be undertaken to consider the demand impact and feasibility of the works program solutions required.

Due for completion in 2016 is the Majura Parkway, a \$288 million four lane median divided freeway joint venture between the Australian and ACT Governments. On completion, the Majura Parkway will provide a long term north-south traffic solution for the Majura Valley.

Canberra Airport will be sited on, and connected to, this major north-south arterial road network. The Majura Parkway will extend the duplicated Monaro Highway from Molonglo River to the Federal Highway and on completion will alleviate increased north-south through traffic demand that is currently congesting the Majura Interchange.

This Draft Master Plan outlines the significant ongoing road network upgrade works since 2007, those currently underway and additional proposals required to upgrade the roads nearby the Airport. Collectively these works cater for increased metropolitan and regional through traffic growth as well as future local traffic to and from Canberra Airport, the Australian Federal Police Majura training facility, and the Majura Defence, education and training facilities.

11.1 MAJURA VALLEY STRATEGIC PLANNING AND DEVELOPMENT

The long term planning for the Majura Valley since the 1960's has resulted in the following development.

➤ Major employment, research, education and training

- A significant Defence presence both in research, education and training (Royal Military College, Australian Defence Force Academy, the Majura Military Training Area, and Defence Science and Technology Organisation in Fairbairn) and offices at Campbell Park and Canberra Airport;
- An expanding Australian Federal Police research and training facility;
- Canberra Airport Aerotropolis.

➤ **Rapid Ground Transport Corridor**

- Roads to service the major demand of metropolitan, regional and interstate through traffic;
- Canberra's heavy vehicle bypass;
- Local traffic – the Majura Interchange comprising Morshead Drive, Pialligo and Fairbairn Avenues. Majura Road, the Majura Parkway (freeway under construction);
- The future Kowen Parkway;

➤ **The high speed rail**

- proposed future alignments.

➤ **Aircraft flight paths**

- Arriving, departing and training circuits around Canberra Airport.

These land uses within the Majura Valley have co-existed for over forty years. However, over the past eight years (since the completion of Horse Park Drive) the rapid road transport corridor land use of the Majura Valley (north-south and east-west) has presented many challenges to overcome the conflict of significant intersecting through traffic with local traffic at what has organically developed into the Majura Interchange (comprising Pialligo and Fairbairn Avenues, Morshead Drive, Monaro Highway and Majura Road).

These roads have been, and will continue to be, upgraded over time. The Majura Parkway is designed to be the long term solution for north-south through traffic. However the current design of multiple traffic lights at intersections and the interchange with the expanding east-west through traffic which remains on-grade 'below' the Majura Parkway will require additional solutions within the next 5-10 years, including some grade separation of east-west intersections.

The unknown in local traffic future impact terms is the ACT Government's new development proposals for Majura including the stage one Ikea development. These proposals are likely to bring forward additional works in the short term (five years). Canberra Airport is in consultation with the ACT Government on this proposed development and awaits advice on the future development land use mixed and size traffic projections, impacts on the current planned network, and work program solutions.

In terms of the 1970 'Tomorrow's Canberra', the 'Y Plan' and the July 1984 'Metropolitan Canberra Plan', the Majura Valley was identified as a major north/south by-pass road of Canberra, to serve as the Eastern Parkway (ring road of Central Canberra). Refer to Figure 11.1.

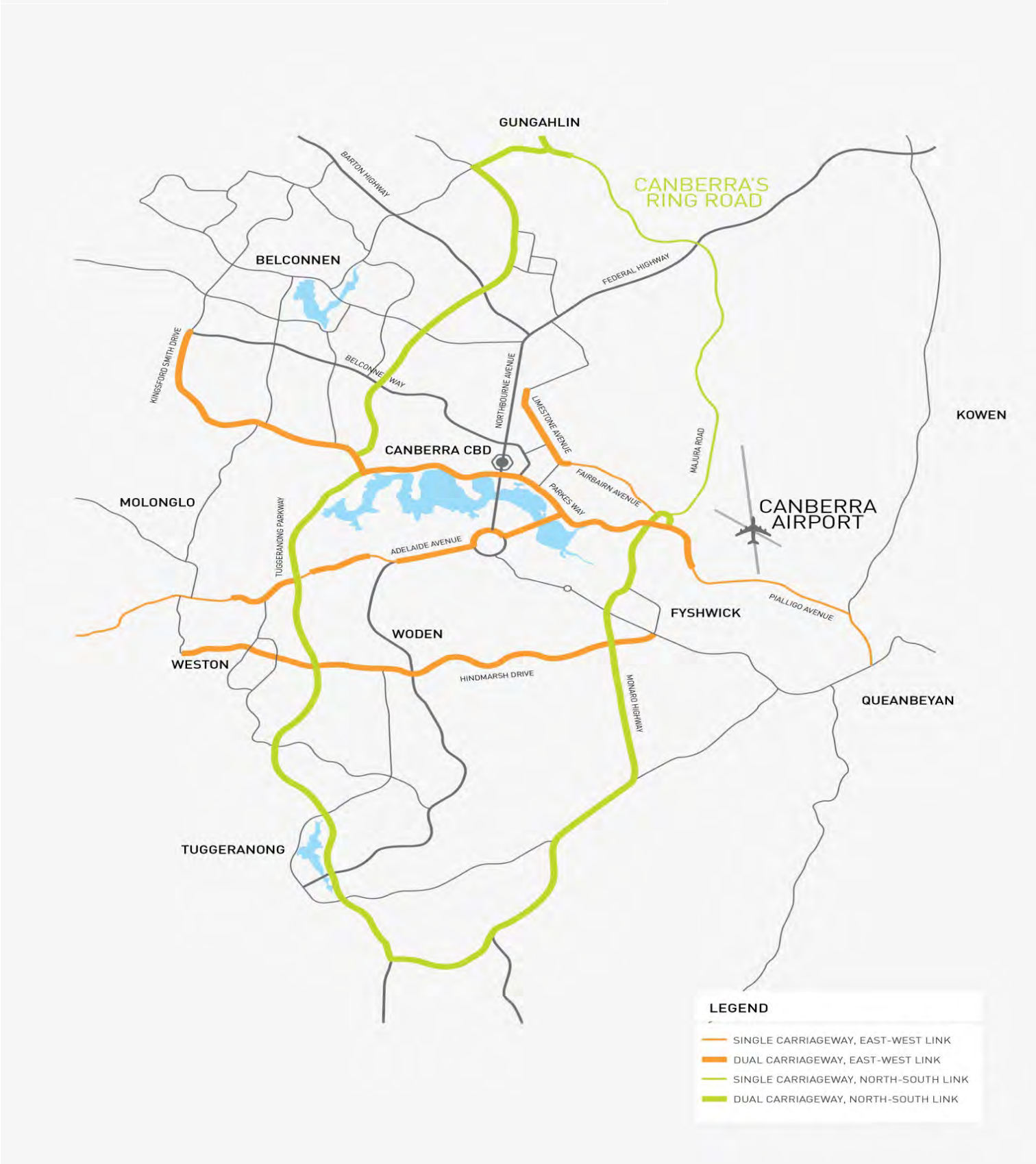
In the metropolitan and regional context, the road network through the Majura Valley is designed and planned to carry cars and freight via the following practical solutions:

- Metropolitan and regional commuter through traffic as a rapid bypass of the urban areas of North and South Canberra, Woden, and Tuggeranong;
- Local heavy vehicle bypass of the urban areas and rapid heavy vehicle connectors between the industrial suburbs of Hume, Fyshwick and Mitchell;
- Interstate heavy and light vehicle bypass of the urban areas of Canberra between Sydney, Southern Highlands (Federal/Hume Highways, the Snowy Mountains, the NSW far South Coast and East Gippsland Victoria (Monaro and Snowy Mountains Highway);
- Interstate heavy and light vehicle bypass between Canberra and Yass (via the Barton Highway) and the Riverina (Hume Highway and Burley Griffin Way/Stuart Highway); and
- Rapid vehicle connections between the urban areas of Canberra to Queanbeyan and the Kings Highway to the South Coast at Batemans Bay and to the Shoalhaven region via Braidwood and Nerriga.

Therefore the Majura Interchange carries the dual burden of heavy local traffic (including acting as the City bypass) and significant regional traffic. These major traffic flows travel both north-south and east-west and both use the Majura Interchange to transfer direction from one road system to another.

Accordingly once the Majura Parkway is fully operational the challenge over the next five years will be the access between the north-south and east-west traffic flows as it is not free flowing like Glenloch Interchange and all of the other major freeway intersections built on the major Canberra roads by the National Capital Development Commission since the 1960's, the Parliament House Construction Authority in the 1980's, and the ACT Government since the 1990's. Instead these connections are limited by six traffic light intersections with restricted lane and turn capacities.

Figure 11.1 – Canberra Airport regional context – existing roads



11.2 PUBLIC TRANSPORT

Public transport accessing Canberra Airport includes:

- Metropolitan, regional and interstate buses;
- Terminal shuttle bus;
- Canberra and regional taxis;
- Limousines.

The ACT Government's ACTION and the private Qcity Transit bus services mean the Airport business parks are well connected by public transport, with services linking with both the Canberra and Queanbeyan networks. The new ACTION timetable has foreshadowed further increases to services to the Airport.

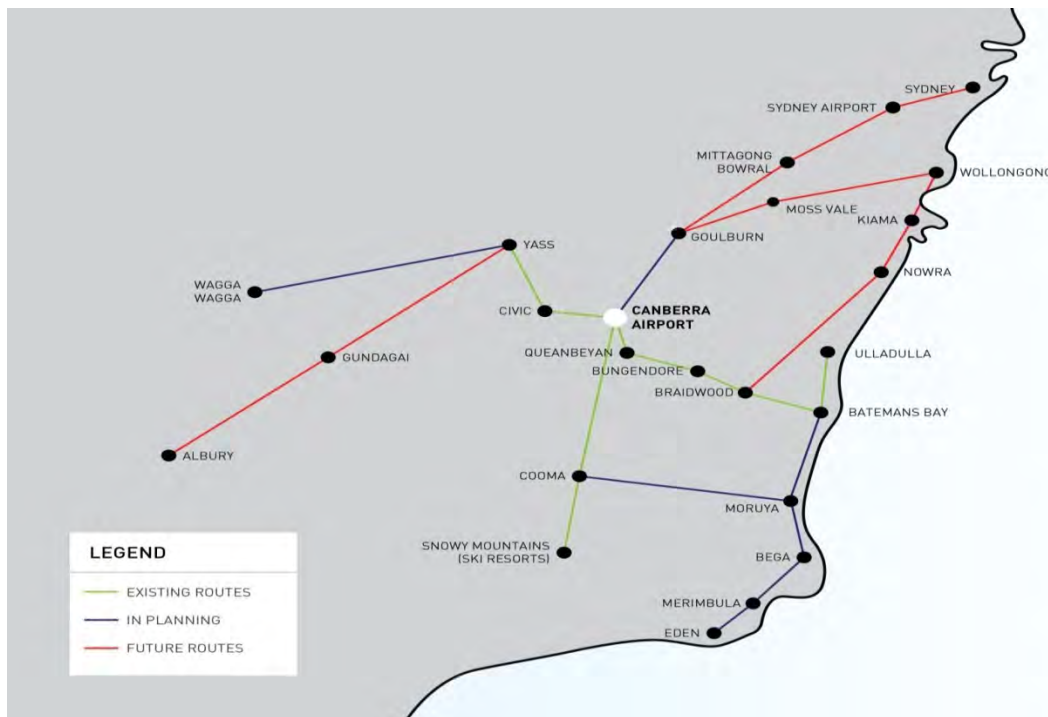
Taxis rank at the terminal and are available to arriving passengers. At peak there is a shortfall of taxis available to meet demand. Canberra Airport is in constant communication with the ACT Government seeking the release of additional taxi plates.

As Canberra Airport achieves low cost carrier services any failure to rapidly and significantly increase the size of the taxi fleet will damage the growth of tourism and Canberra's reputation as a tourism destination and business city. This is an urgent and significant issue of priority.

Royale Coaches offer regular shuttle transfer services between the Canberra Airport terminal and the CBD.

Regional bus services at the Airport terminal provide connectivity to the South Coast, Snowy Mountains, and Yass. Negotiations continue to connect to Wagga Wagga and the region north of Canberra (Goulburn and Southern Highlands), providing more regional communities greater access to affordable air routes, refer to Figure 11.2.

Figure 11.2 - Projected regional bus network from Canberra Airport



11.2.1 HIGH SPEED RAIL

Canberra Airport has been, and continues to be, a vociferous advocate of high speed rail for Australia's Eastern Seaboard. The Airport's first Master Plan, approved in 1999, and the Airport's response to the Phase Two Australian Government study in 2013 both outlined where a high speed rail station would be located and connected to the Airport's terminal, refer Figure 11.3.

A significant benefit of high speed rail, widely acknowledged and adopted overseas, is for high speed rail to interchange directly with airlines via station connections at airports.

A high speed rail between Sydney and Canberra, with stations at Sydney and Canberra Airports would be a great win for Canberra and the region in terms of regional development on the back of decentralisation and jobs in tourism, trade and commerce.

Canberra Airport remains committed and will continue to advocate for high speed rail and work positively with the Australian, ACT and NSW Governments, major stakeholders and the community to implement high speed rail between Sydney and Canberra, the logical first stage.

Canberra Airport supports an approach to the market, by way of a call for expressions of interest from consortia interested in designing, building and operating the first stage of high speed rail between Sydney and Canberra. This is likely to result in a strong commercial assessment and a major reduction in cost compared to the 2012/13 studies.

Figure 11.3 – Canberra’s multi-modal hub – high speed rail station



11.3 CYCLING

On completion of the current road upgrade works, expected 2016, additional on and off-road cycle paths will connect the Airport to the Canberra and Queanbeyan cycling networks. The on and off road links provide cycle access to the Airport terminal, Brindabella Business Park, Majura Park, and Fairbairn on road cycle network. The Airport's northern access road proposal from Fairbairn to Majura Road will also include on-road cycle lanes and on completion will provide a ring road access connecting all Airport precincts.

11.4 ROADS - 2014

Major upgrades to the roads around the Airport, the latest due for completion in 2016, mean the road system will be able to manage increased growth in north-south road traffic, arising from the increasing population of Gungahlin, currently over 58,000 people and growing at over 5 percent per annum and expected to peak within the next 20 years to 90,000 people. The ACT Government has also confirmed these upgrades will cater for all future growth of the Airport as outlined in this Draft Master Plan, refer Figure 11.4, 11.5 and 10.7.

The Canberra Y Plan 1970, the 1984 Metropolitan Plan and the Canberra Spatial Plan 2004, all identified the Monaro Highway between the Federal Highway and Tuggeranong Hill as significant infrastructure required for the future of Canberra.

The Spatial Plan added the Kowen Parkway proposal linking and intersecting with the Majura Parkway (Monaro Highway) as a major future road for metropolitan Canberra.

The Y Plan and the Metropolitan Plan also assumed Monash Drive would be constructed along the western slopes of Mount Ainslie and Mount Majura linking the Monaro Highway (at the Molonglo River) to the North Canberra suburbs and Gungahlin. Monash Drive now appears to no longer be included in the future road plans due to objections from North Canberra residents. The deletion of Monash Drive would elevate the strategic importance of the Majura Parkway as the main north-south freeway bypass of North and South Canberra servicing metropolitan, regional, and interstate traffic, including as Canberra's heavy vehicle by-pass. However, without Monash Drive, the existing east-west roads will also need to be supplemented by significant lane and interchange capacity and that part of the Kowen Interchange within Majura Valley will need to be brought forward to provide a westward link between the Majura Parkway and Northcott Drive.

Figure 11.4 - Majura Interchange 2014



Figure 11.5 - Majura Interchange on completion of Majura Parkway



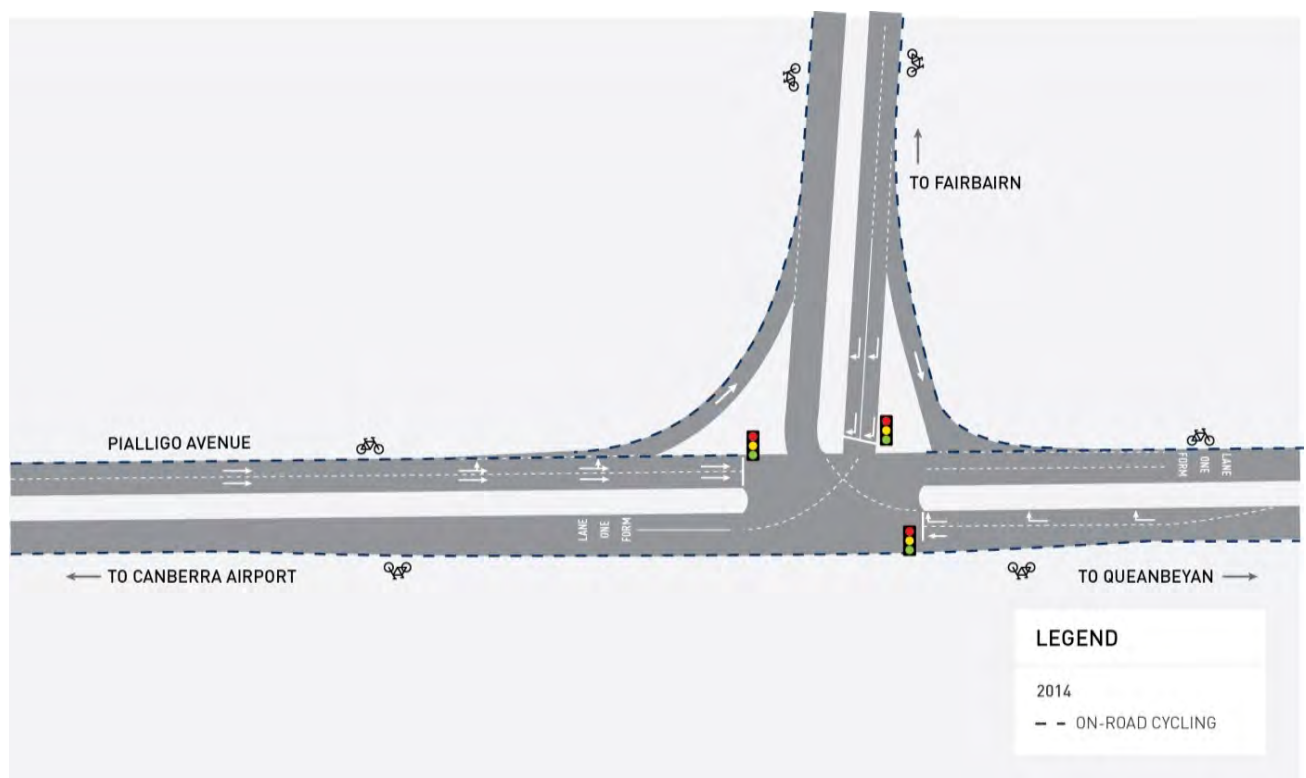
11.4.1 AIRPORT CONTRIBUTION TO ROAD CONNECTIONS

The Airport has paid in full, or significantly contributed to, the new or upgraded intersections as follows:

East-west with Pialligo Avenue:

- The intersection of Pialligo Avenue and Scherger (formerly Glenora) Drive to Fairbairn is now a traffic signalled intersection with additional lane capacity (refer Figure 11.6). In 2012 on road cycle lanes were added to Scherger Drive. The Airport joint ventured in these works with the ACT Government;

Figure 11.6 -Upgraded access to Fairbairn



- Molonglo Drive to the southern offices of Brindabella Business Park - the Airport paid in full for the roundabout connection (refer Figure 11.7);
- Brindabella Circuit to Brindabella Business Park - the Airport paid in full for the roundabout connections (refer Figure 11.7);

Figure 11.7 – Brindabella Business Park



- Caltex Service Station - the Airport paid in full for the left-in, left-out intersection (refer Figure 11.8);

Figure 11.8 Upgraded access along Pialligo Avenue to the terminal and Brindabella



- Upgrade of Pialligo Avenue, east of Beltana Road to and including Brindabella Circuit intersection (refer Figure 11.8);
- Canberra Airport joint-ventured with the ACT Government the cost of design and construction of the multi-lane realignment and upgrade of Pialligo Avenue adjoining the Airport including bike paths. The Airport also project managed the construction of the realignment and upgrade, which was completed in early 2009, refer Figure 11.8;
- The ACT Government initially allocated budget funds in May 2000 for the duplication of Pialligo Avenue with completion planned by mid 2002; however these funds were never spent. In January 2006, the ACT Government redirected these funds towards the cost of the Gungahlin Drive extension to Glenloch Interchange west of Canberra City;
- New ACT funds, capped at \$7.5 million, were allocated for this section of Pialligo Avenue in the 2007 ACT Government Budget. The Airport agreed to pay the balance of the design, construction, and project management costs over the capped \$7.5 million.

The works which were originally expected to cost \$11.3 million, in fact cost \$14.9 million, meaning the Airport's contribution was \$7.4 million plus project management costs for the works, which included:

- Multi-lane divided roadway including part on a new alignment;
- Separate public transport and goods vehicle entry to new terminal;
- Grade separated newly-located intersection with the new terminal development road system;
- Altered left-in/left-out access to and from the Caltex Service Station;
- Afternoon commuter peak traffic signal system managing the Brindabella Circuit round-about exit with Pialligo Avenue traffic driving east to the region including Queanbeyan; and
- Closure of Ulinga Place, demolition of the existing roundabout, and some existing Pialligo Avenue pavement made obsolete by the new alignment and upgrade works (refer Figure 11.8). The ACT Government informed Canberra Airport the Ulinga Place intersection land, once rendered obsolete by the new alignment and road upgrade works, will be denied road access from Pialligo Avenue now and in the future. The Airport has now purchased this land from the ACT Government.

➤ Fairbairn Avenue

- Two left-in/left-out intersections; one at Nomad Drive to service the Pialligo Precinct and the other to facilitate aviation fuel delivery to the Airport's new aviation fuel farm (refer Figure 10.3).

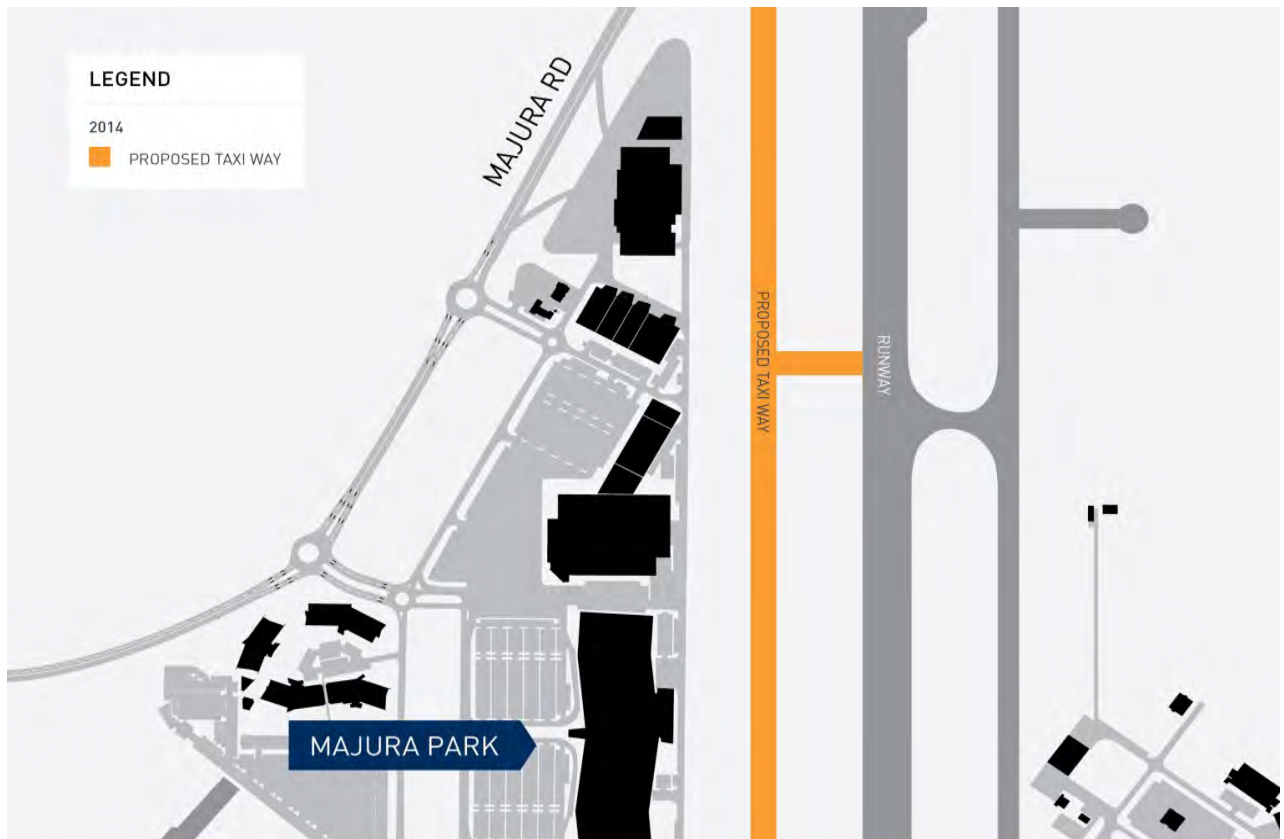
Note: the former Nomad Drive intersection has been closed and moved further to the north to improve traffic flows associated with the new signalised intersection between Fairbairn Avenue, Pialligo Avenue and Beltana Road. This new road aligned between Fairbairn Avenue and the terminal is now known as George Tyson Drive.

- In 2013 the ACT Government further upgraded the Fairbairn Avenue/Pialligo Avenue intersection by duplicating and providing traffic signals to the former left turn slip lane from Fairbairn Avenue into Pialligo Avenue.

➤ North-south Majura Road

- Two roundabout intersections providing access to Majura Park; one with Spitfire Avenue the other with Mustang Avenue;
- An additional left-in/left-out intersection with Majura Road has been provided with the Masters development at full cost to the Airport.
- An as yet to be built left out slip lane from the Majura Office Park has been approved by ACT Roads and, when built in 2014 or 2015, these works will be at full cost to the Airport.
- In 2012 the Airport joint ventured with the ACT Government to duplicate the north bound section of Majura Road between Fairbairn Ave and Spitfire Avenue, Majura Park.
- The duplication of Majura Road between Fairbairn Avenue and to the north of the Airport is likely to be a minimum north-south road requirement to service the expected traffic generated by the ACT Government's Majura proposal for a retail and commercial precinct to be located between Majura Road and the Majura Parkway opposite the Airport's Majura Park Precinct. (Refer Figure 11.9).

Figure 11.9 - Upgraded access along Majura Road – Majura Park



11.5 ROADS – THE FUTURE

The ACT Government forecasts (January 2014) the population of Canberra over the 20 year life of this Draft Master Plan to reach 511,420 people in 2034 compared to the Australian Bureau of Statistics (November 2013) forecast of 533,000 people; a minimum increase during the 20 years of over 129,000 people.

The Queanbeyan City Council forecast Queanbeyan to have a population of over 60,000 people in 2034, however the Mayor recently referred to an aspirational target of 75,000 people; a minimum increase of 20,000 people.

The expected minimum population increase of 149,000 people (35 percent) in the region adjoining Canberra Airport will mainly be located in urban renewal areas in North and South Canberra, the town centres, and greenfield sites in Molonglo and Gungahlin. The Queanbeyan growth will be mainly greenfields to the south of Queanbeyan, such as Googong and South Jerrabomberra, however will also include some measure of urban renewal and infill as currently being experienced.

The future combined population in Canberra and Queanbeyan will rely heavily on the Majura Interchange (Monaro Highway, Majura Parkway, Pialligo Ave, Fairbairn Avenue), Hindmarsh Drive, Cotter Road, Adelaide Avenue, Kings Avenue and Parkes Way, for journey to work and recreation.

11.5.1 EAST-WEST ROAD LINKS

Now that Canberra's north-south duplicated bypass freeways are either completed or under construction (Tuggeranong Parkway connected to Gungahlin Drive, and the Monaro Highway connection to the Federal Highway by the Majura Parkway in 2016) (refer Figures 10.7 and 11.1) attention is now focused on the east-west road links across the region's major employment precinct around Lake Burley Griffin including the Airport and Fyshwick. The development of Molonglo will primarily feed east-west road links in contrast to Gungahlin which has primarily fed north-south links to date.

Parkes Way between the Glenloch Interchange and Russell Hill is the only east-west freeway across north and south Canberra. The ACT Government has added a third lane each way on this road between Civic and the Glenloch Interchange.

Constitution Avenue, Parkes Way and increasingly Fairbairn Avenue post opening of the Majura Parkway, are major feeder roads between the City and Russell Hill with connections to the Airport and South Canberra including Parliament House.

The expected local traffic generated by urban renewal and infill currently underway and planned for offices and high density residential straddling Constitution Avenue and on the north side of Parkes Way will congest through traffic and will likely result in current through traffic on Constitution Avenue diversion onto Parkes Way and Fairbairn Avenue. As a result third lanes on Parkes Way between Russell and City West, the Australian National University and duplication of Fairbairn Avenue are likely to be required within the next five years. Duplication of Fairbairn Avenue prior to the completion and opening of Majura Parkway will be significantly cheaper and cause much less traffic disruption rather than doing this work when the traffic load has increased substantially.

This duplication of Fairbairn Avenue is likely to be an essential pre-requisite to the conditions of the Capital Metro project along Northbourne Avenue.

The ACT Government is reviewing studies of east-west road links across North and South Canberra. This review will have regard to the potential new populations of urban renewal and infill in North and South Canberra, greenfield development in Molonglo and Queanbeyan, the ongoing growth of Gungahlin residential areas and the traffic demand impacts of the ACT Government's new proposal of a proposed Majura Valley retail and commercial precinct adjoining Canberra Airport.

Queanbeyan City Council is keen for Pialligo Avenue (all within the ACT) to be duplicated east of Brindabella Business Park to Yass Road, Queanbeyan as soon as possible. This would provide a third duplicated connection for Queanbeyan commuters to Canberra's employment areas. This duplication would load more east-west regional traffic into the Majura Interchange and is likely to require grade separation of Pialligo Avenue from Fairbairn Avenue at the Pialligo Intersection. The Council is undertaking a planning study for a future Queanbeyan eastern by-pass that

will rapidly connect Karabah, Jerrabomberra and Googong with Pialligo Avenue.

Roads ACT have now proposed an improvement on Pialligo Avenue at the intersection with Scherger Drive. The proposal is to add a slip through lane on Pialligo Avenue so that west bound traffic can flow freely through the intersection.

Additional reviews by Roads ACT will likely result in further improvements to east-west links over time in response to traffic demands.

Options to add to, and strengthen east-west road links, are as follows:

➤ North Canberra

- In 2012 the Australian Government completed a grade separated intersection of the east-west Parkes Way/Morshead Drive former roundabout with the north-south Kings Avenue. Additional works are required for the north bound left hand turn down ramp merge with Parkes Way due to current congestion at peak times;
- Morshead Drive intersection with Russell Drive - this roundabout intermittently fails in the morning peak due to traffic turning right into Russell Drive from Morshead Drive on journey to Russell Hill Defence Offices or through traffic en-route to Canberra City via Constitution Avenue. This intersection will require upgrade (including an additional third lane for traffic from the east-west down ramp to reduce the conflict with vehicles moving east in the morning peak on Morshead Drive. In addition, with the Russell grade separation as the designated entry to Russell, this right-hand turn capability could be removed;
- Morshead Drive intersections with Dairy Flat Road and Monaro Highway - these intersections are planned for upgrade within the scope of works for the Majura Parkway and will be traffic signal controlled on completion;
- Molonglo urban area - the ACT Government is advanced in the development of infrastructure for the initial stages of Molonglo in the suburbs of Wright and Coombs and a future population of up to 55,000. Land release in this new urban area commenced in 2010. Within the next five to 10 years this population will increase traffic density on the Cotter Road, Hindmarsh Drive and Adelaide Avenue, Kings Avenue and Parkes Way east-west corridors. Additional third lanes to Parkes Way west of Canberra City are near completion to assist in the service of this emerging demand. The complete duplication of the Cotter Road to Adelaide Avenue is also proposed;
- Fairbairn Avenue between Majura Parkway and the War Memorial is currently mostly single lane and of a rural road formation, refer Figure 10.7. On completion of the Majura Parkway, Fairbairn Avenue will become the main

south-bound ramp off the Parkway to enter Canberra City and connect to Russell, the Airport and Parliament House. The next south-bound down ramp after Fairbairn Avenue is Newcastle Street, Fyshwick. The duplication of Fairbairn Avenue to the War Memorial is urgent. The ACT Government is currently reviewing traffic studies and opportunities to duplicate Fairbairn Avenue prior to completion of the Majura Parkway;

- The ACT Government is investigating a south-bound ramp off the Majura Parkway and a link road to Majura Road, refer Figure 10.7. This link road will principally service the ACT's Ikea site and create a corner location on Majura road for Ikea. This is the first stage of works for the ACT Government's proposed retail and commercial precinct;
- Future Kowen link initially between Majura Road and Fairbairn Avenue. The ACT Government indicates although there is no schedule for development of Kowen the early traffic forecasts indicate a future requirement for a Kowen Parkway link with the Kings Highway. The Canberra Spatial Plan indicates its location adjoining the Airport's northern boundary (refer Figure 10.7).
- The initial stage as proposed above provides opportunities to manage east-west traffic future links with the Majura Parkway.

➤ South Canberra

- Canberra and Wentworth Avenues are major feeder roads to major employment locations in North and South Canberra, including Fyshwick and Canberra Airport. Urban development along these roads has intensified over the past 10 years with medium and higher density residential unit development in Kingston and Kingston Foreshores. Within the next five to 10 years, significant further medium and higher density residential development will occur within Kingston Foreshore and the proposed new area of Eastlake (which comprises the current "Causeway" and that area of Fyshwick west of the Monaro Highway, north of Canberra Avenue and east of Wentworth Avenue). The ACT Government expects the current 4,000 residential units in Kingston and Kingston Foreshore to grow to be over 6,000 units in less than 10 years' time. The future residential population of Kingston, Kingston Foreshore and Eastlake is currently planned to be up to 18,000 people.

Within the next five years, the ongoing development of Kingston and Kingston Foreshore will significantly limit the capacity of Canberra and Wentworth Avenues to service Queanbeyan and regional commuter traffic without major upgrades. This congestion will most likely divert current and future regional growth commuter traffic into the Majura Interchange, Monaro Highway, Pialligo Avenue/Yass Road, Morshead Drive, Parkes Way, Fairbairn Avenue and Limestone Avenue. This will create additional demand for new east-west road capacity lanes and grade separation.

Hindmarsh Drive link

Road consultants have proposed a concept road extending Hindmarsh Drive north of Canberra Avenue to link with Pialligo Avenue at Scherger Drive intersection, requiring bridging of the Molonglo River. This concept could serve the requirements for a northern by-pass of Queanbeyan (including for heavy vehicles) with potential opportunity for links to the future Kowen Parkway via Pialligo Avenue and Sutton Road. The ACT Government also has an alternate Fyshwick-Airport link with the intersection of Pialligo Avenue or Molonglo Drive, Canberra Airport. Refer Figure 10.7.

The future demand trends from existing and future Canberra and Queanbeyan population growth are unrelated to the development of Canberra Airport in response to this Draft Master Plan. The Airport will continue to consult and work with the ACT, Australian and NSW Governments on road upgrade and public transport options to mitigate further congestion.

11.6 ON-AIRPORT GROUND TRANSPORT

Terminal Precinct

The main access to the terminal building is from Pialligo Avenue, refer Figure 11.8. The Airport has also developed a secondary access with a left in left out intersection of George Tyson Drive with Fairbairn Avenue, refer Figure 10.2.

Airport passengers generally use taxis (approximately 35 percent, down from 55 percent in 1998), private cars (approximately 56 percent, up from 45 percent in 1998) or hire cars, rental cars and bus/coach (approximately 14 percent). These modal split changes are likely to have been due to a deterioration of the taxi services throughout Canberra. Future growth and changes to modal split are expected as inbound domestic and international passenger numbers increase.

It is anticipated the number of Airport passengers and associated demand for on-ground transport infrastructure will increase by up to 300 percent over the next 20 years. Airport landside road and parking facilities have built in capacity and flexibility to ensure safe and easy access to the terminal roads and car parks.

Current planning allows for a High Speed Rail station to be located south-west of and directly adjacent to the Airport terminal. However, fine design planning will be undertaken when plans for any potential high speed rail are known in more detail in co-operation with the Australian and ACT Governments and other major stakeholders.

Planning also currently allows for light rail access and station adjoining the arrival hall of the terminal. The final design will be in cooperation with the ACT Government and other major stakeholders.

Car parking is provided in structured and on grade car parks to cater for peak demand periods during the next 20 years. Notwithstanding recent decreases in taxi patronage, taxi usage is expected to increase by 35-40 percent within the next five years, and liaison with representatives of the taxi industry and the ACT Government will continue to ensure this increased demand can be effectively served. The projections indicate an increased patronage of buses/coaches for trips to and from Canberra Airport and the opportunities for increased patronage through enhanced coach and shuttle bus services to the Airport has been identified.

The terminal precinct road system, public transport network and car parking supply has been designed to cater for and be flexible to service longer term demand past the 20 year horizon of this Draft Master Plan.

Brindabella Business Park

The long-term road layout within Brindabella Business Park and connections with Pialligo Avenue and the terminal precinct have now been constructed and are as set out in Figures 11.7 and 11.8.

Pialligo Precinct

The road layout in this precinct has been reviewed including future connections with Pialligo Avenue, the terminal and Fairbairn Avenue. The previous Nomad Drive connection to Fairbairn Avenue has closed following the duplication of Fairbairn Avenue by the ACT Government and the installation of a signalised intersection between Fairbairn Avenue, Pialligo Avenue and Beltana Road. A new road alignment has been constructed (George Tyson Drive) in part and has left in/out lanes with connections to Fairbairn Avenue (Figure 10.2).

Majura Park Precinct

The long term road layout within Majura Park and connections with Majura Road, have generally been constructed and are as set out in Figure 11.9. Some minor internal road links are likely to be designed and constructed in response to future development. Further, the opportunity for one or more future left-out connection with Majura Road has been explored and approved by Roads ACT and would likely be developed within the next five years in response to demand.

Fairbairn Precinct

Any future road widening and new roads developed in Fairbairn will respect the axial road alignment existing at Fairbairn. The Airport is expecting to develop a northern road connection between Fairbairn and Majura Road once land is transferred to the Airport, refer to Figure 11.10.

Figure 11.10 – Proposed access along Majura Road to connect Fairbairn and ACT proposed roads



Glenora Precinct

This precinct has no existing internal roads other than airside roads. The Airservices Fire Station has one connection with Scherger Drive. Future planning will include a road design to service sites without adversely impacting airside operations, including the efficient functioning of the Fire Station.

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CAPITAL AIRPORT GROUP PTY LTD
2 BRINDABELLA CIRCUIT
BRINDABELLA BUSINESS PARK
ACT 2609
T 02 6275 2222
F 02 6275 2244

www.canberraairport.com.au

